

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4498.

日二十月一十年九十二緒光

WEDNESDAY, DECEMBER 30, 1903.

三拜禮

號十三月二十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. N. A. SIEBS, Esq.
E. GOETZ, Esq. H. W. SLADE, Esq.
C. MICHAEL, Esq. C. A. TOMES, Esq.
H. SCHUBERT, Esq. E. S. WHEELER, Esq.
E. SHELLIN, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
MANAGER:
SHANGHAI—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1903. [11]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$324,374

HEAD OFFICE—HONGKONG:
Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. J. LAUS, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 1/2 %
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.
—BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 1st September, 1903. [16]

TO LET.

NO. 1, RIFON TERRACE IN FLATS.

No. 4, RIFON TERRACE.
No. 15, WONG NEI CHONG ROAD, facing Race Course.

FLATS IN MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWN No. 3A, BLUE BUILDINGS, GODOWNS: PRAYA EAST.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st December, 1903. [1434]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [1455]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARK'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 " " "
" 12 " 4 " " "

E. F. GROS, Acting Manager.

Hongkong, 1st December, 1902. [169d]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD \$7,992,173.37=about £1,619,000.

CAPITAL AND SURPLUS AUTHORIZED GOLD \$10,000,000=£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADENEE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DISCOUNT BANK, COMPTON NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT, Manager.

Hongkong, 14th December, 1903. [100c]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies:
CANTON. CHEFOO. PENANG.
HANKOW. SINGAPORE.
PEKING. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 1/2 per Annum Fixed Deposits for 3 months.
4 " " " " " "
5 " " " " " "

E. W. RUTTER, Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE FUND £725,000
RESERVE LIABILITY OF SHAREHOLDERS £200,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " " " " " " " " " "
" " " " " " " " " " " "

T. P. COCHRANE, Manager.

Hongkong, 24th December, 1903. [11]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	PALERMO About 1st January	Freight and Passage.
SHANGHAI.....	BENGAL About 1st January	Freight and Passage.
LONDON, &c.....	SIMLA Noon, and January	See Special Advertisement.
SINGAPORE and BOMBAY... (Calling at Penang if sufficient inducement offers).	TIENTSIN About 6th January	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON About 7th January	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEK, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*KIAUTSCHOU.....	WEDNESDAY, 6th January, 1904.
*BAYERN.....	WEDNESDAY, 20th January, 1904.
*SACHSEN.....	WEDNESDAY, 3rd February, 1904.
*GERA.....	WEDNESDAY, 17th February, 1904.
*SEYDLITZ.....	WEDNESDAY, 2nd March, 1904.
*PREUSSEN.....	WEDNESDAY, 16th March, 1904.
*ROON.....	WEDNESDAY, 30th March, 1904.
*HAMBURG.....	WEDNESDAY, 13th April, 1904.
*PRINZ HEINRICH.....	WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 6th day of January, 1904, at Noon, the Steamship "KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th January.

Contents of Packages are required. No Partial Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [156c]

Hongkong, 23rd December, 1903.

Entimations.

LANE, CRAWFORD & CO.

NEW YEAR GOODS!

Fancy Leather Goods in Great Variety.
DECORATIVE TABLE GLASSWARE.
PRETTY DESSERT SERVICES.

DOLLS AND TOYS.

TOM SMITH'S AND CALEY'S CRACKERS.
CROSSE AND BLACKWELL'S XMAS PUDDINGS!!
HUNTLEY AND PALMER'S XMAS CAKES!!
MUSCATELS. FIGS. METZ FRUITS.
ELVAS AND CARLSBAD PLUMS.

LANE, CRAWFORD & CO.

Hongkong, 8th December, 1903. [732c]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.
TERMS VERY MODERATE.

For Particulars apply to THE MANAGER.

NOTICE

TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than
MACAO.

And there is no more comfortable Hotel in the Far East, than the
MACAO HOTEL.

WM. FARMER, Proprietor.

Entimations.

Bovril gives strength,

nourishment and sustenance. It is agreeable to the taste, is stimulating in its effects, is easily assimilated and digested. Bovril contains blood-enriching and muscle-building properties. Some of the leading athletes of the day train on Bovril.



JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Honda, Ichimura, Kanada, Mameda, Marugata, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [1952c]



AQUARIUS COMPANY.

The Aquarius Company's Table Waters are made of pure treble distilled water only.

Absolute purity can only be obtained by distillation.

AQUARIUS MINERAL WATER.
SILENT WATER.
TONIC WATER.
GINGER ALE.
GINGER BEER.
LEMONADE.
LITHIA WATER.

CALDBECK, MACGREGOR & Co., GENERAL MANAGERS.

15, Queen's Road, Hongkong, 12th December, 1903. [32]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$75.00 to \$120.00 per month.

Hongkong, 22nd August, 1903. JAS. D. M. CAMERON, Manager. [555c]

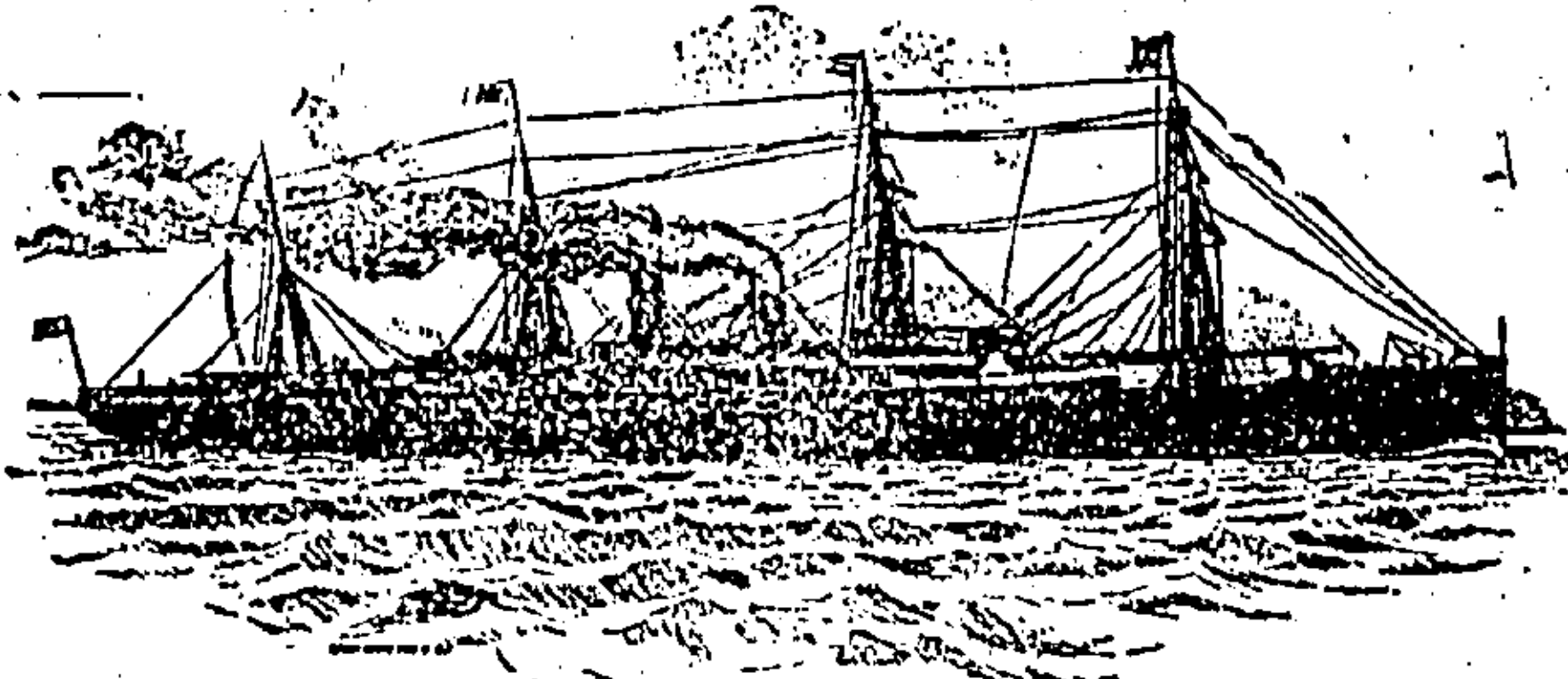
GO TO THE

KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC".....	4,205 Gross Tons.	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 "	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 "	TUESDAY, 19th January, at Noon.
"DORIC".....	4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU".....	6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA".....	11,384 "	SATURDAY, 13th February, at Noon.
"COPTIC".....	4,352 "	TUESDAY, 23rd February, at Noon.
"AMERICA (MARU)".....	6,307 "	WEDNESDAY, 2nd March, at Noon.
"KOREA".....	11,276 "	THURSDAY, 10th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.

Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 30th December, 1903.

J. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA".....	6,000 Tons.....	WEDNESDAY, 13th January, 1904
"ATHENIAN".....	3,382 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 "	WEDNESDAY, 10th February.
"TARTAR".....	4,425 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 "	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN".....	3,382 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
HONGKONG, 1st September, 1903.

D. E. BROWN, General Agent,
Piddar's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTI PORTS; NORTH and SOUTH AMERICA PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAVOIA.....	ROTTERDAM and HAMBURG. (Calling at SINGAPORE).	10th January, 1904. Freight and Passengers.
Deinat.....	HAVRE and HAMBURG.	15th January, 1904. Freight.
AMBRIA.....	(Calling at SINGAPORE and COLOMBO).	28th January, 1904. Freight and Passengers.
Duckstein.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	6th February, 1904. Freight.
WURZBURG.....	HAVRE and HAMBURG.	5th January, 1904.
v. Binzer.....	(Calling at SINGAPORE and COLOMBO).	
ALESIA.....	NEW YORK via SUEZ.	
Schoenfeldt.....		
NUBIA.....		
von Hoff.....		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 28th December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,365 tons.....	Captain H. D. Jones.
"POWAN".....	2,338 "	G. F. Morrison, R.N.R.
"PATSHAN".....	2,400 "	A. V. Dixon.
"HANKOW".....	2,073 "	C. V. Lloyd.
"KINSHAN".....	2,850 "	J. J. Loosens.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG-HAN".....	1,998 tons.....	Captain W. E. Clarke.
-----------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,19 tons.....	Captain T. Hamlin.
----------------------	----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	888 tons.....	Captain R. Branch.
"NANNING".....	569 "	C. B. Burchart.
"PAK HING".....	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

1357e

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS.....	JAVA PORTS via MACASSAR.	January 5th	SHANGHAI and JAPAN.	January 9th
TJILATJAP.....	Do.	First half of February	Do.	First half of February
TJIMAH.....	KOBE and YOKOHAMA.	First half of January	SPORE, JAVA PORTS and MACASSAR.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage apply to—

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 28th December, 1903.

1163e

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1139c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954e]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 20.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

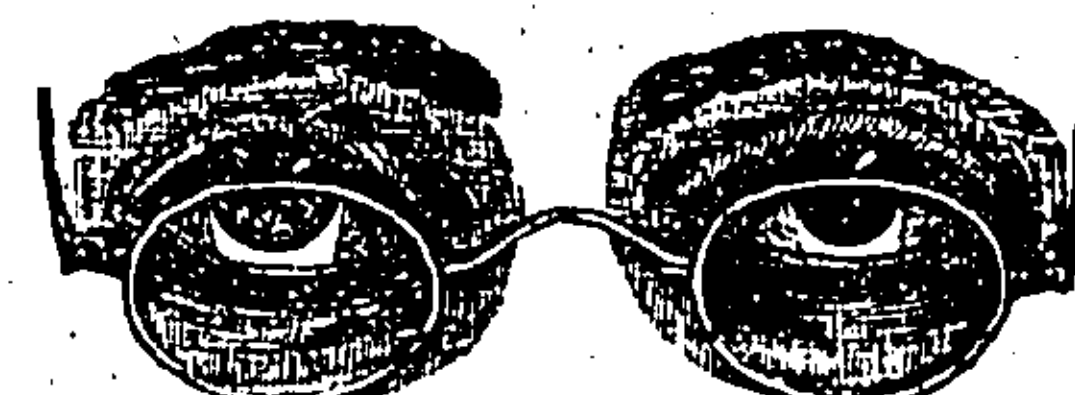
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573e

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.
Hongkong, 6th November, 1903.

16e

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

17

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.
INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanicians sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to
W. STUART HARRISON,
A.M. INST. C.E.,
Manager

Hongkong, 2nd April, 1903.

NEW YEAR HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the EXCHANGE
BANKS will be CLOSED for the Transaction of
Public Business on FRIDAY and SATURDAY,
the 1st and 2nd January, 1904, respectively.
Hongkong, 29th December, 1903. 1561e

NOTICE.

THE Date of CLOSING OF ENTRIES for
the FORTHCOMING RACES has been
POSTPONED from the 9th JANUARY to
SATURDAY, 16th.
By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th December, 1903. 1562e

WANTED.

A EUROPEAN NURSE, to travel with a
LADY and GENTLEMAN and take charge
of a CHILD seven months old.
For further particulars,
Apply to—

Mrs. JOHN WHALLEY,
c/o Peak Hotel.
Hongkong, 28th December, 1903. 1559e

DEUTSCHE WEINGESSELLSCHAFT
DUHR & CO., COELN.

STOCK ON HAND OF
AHRLEHART, a red Ahr Wine at \$18.50
GRAACHER Moselle at \$16.50
LAUBENHEIMER, Hock at \$15.00
All per Case of 24 Quarts.
Price Reductions for Larger Orders.

GROSSMANN & CO.
Hongkong, 16th October, 1903. 1559e

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.
In Bags of 25 lbs. net \$2.85 ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 15th August, 1903. 19

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS and WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43 QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS, ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. 1160e

LI HUNG-CHANG.

At Mrs. Archibald Little says in this admirable book of hers, to write the story of the life of Li Hung-Chang is to write the history of China during the Nineteenth Century. Our only complaint about the book is that the writing is clumsy. Take for example the following words which when examined are quite clear, though the construction is, we contend, clumsy: "The man selected by Li was of such low rank that pressure had to be brought to bear on the Viceroy, who at length replaced him by his own brother, Li Han-Chang. The latter then so delayed that, though Sir Thomas Wade left Peking for Shanghai so as to telegraph home conveniently, and Mr. Grosvenor started up the Yangtze, yet the latter returned to his chief and Sir Thomas to Tientsin without having arranged anything." That is what we understand as clumsy writing, and there are pages of it. But apart from Mrs. Little is admirably equipped for her task, and she presents us with quite a humane and interesting portrait of the great Chinese statesman. Li was one of the great men of the Nineteenth Century, and the statesman who came into contact with him willingly acknowledged the fact. He was quite unscrupulous as to the manner in which he might realize his ends, and even his ends were not always worthy of approval; but, on the whole, he had the good of his country at heart, and he understood what was wanted infinitely better than foreign critics, or, at least, he knew better than they how much his countrymen would take. The hatred of the "foreign devils" he did not share, but he knew how strong it was, and his efforts to mitigate that hatred were made with full knowledge of the well-nigh impossible project he had in hand. The Chinese are in small matters slow to anger; they are long-lived if they are not killed before their time and what to Europeans seems unusual and exasperating delay is to them but the natural methods of diplomacy. "It is noticeable," says Mrs. Little, "that the two Englishmen who have longest retained the confidence of their Chinese employers—Sir Robert Hart and Sir Halliday Macartney—are both men of very calm and somewhat reticent character, men who could not be moved to hasty anger and impatient words, and that both Gordon and Sir Thomas Wade were emphatically of the opposite type." It is certainly true of Gordon and Li; two men more utterly opposed to each other by temperament and by their outlook on life can hardly be imagined; Gordon, hysterical and with a most sensitive appreciation of honour, Li, unemotional and subtle, with his own sense of honour which permitted him to do almost anything he wished. Yet it was Li who was afraid of Gordon, and he respected him to the end of his days. Gordon was really too excitable a man to undertake any delicate diplomatic mission. It is necessary sometimes to be as cold-blooded as the men you hate. You must resort to their methods to outwit them. Gordon could not do that. The history of the Taping Rebellion, and the results of it are very fully told by Mrs. Little, who writes with great impartiality and a full knowledge of the subject. Li was thereafter promoted to Chihli, where he was Viceroy for thirty years. There he came into immediate contact with foreigners, and profited accordingly. Mrs. Little contrasts in an excellent chapter the character of Li and that of Chang Chih-Tung. Both Chinamen, they were yet wide as the poles asunder. Gordon could have got on with Chang Chih-Tung, who was proud of the title "Incorruptible." And yet though his morals were excellent, as a statesman he was not within sight of Li. Yet, strange to say, though Chih-Tung's hatred of the foreigners was unmitigated and sincere, he was one of the Yangtze Viceroys to whom Europeans in China owed their lives in the terrible year 1900. He was comparatively as small a man as Li was gigantic. "In celo quies" let us hope is his motto, and that there may at last be peace there for many an over-taxed Chinese mandarin who, in much bewilderment, somewhat blindly strives to do his duty with an usurping Empress, a deposed Emperor, and eight nations knocking at the gates to extort from a long-suffering and a too often starving peasantry compensations for their rulers' wickedness. "Beware the fury of a patient man." We may yet see worse deeds than those of 1900. These are ominous words. But no one can write on China and not use ominous words. There is something in the Celestial face, mind, or temperament which in time inspires the heart of the European with terror. And yet wisdom is not wanting in the Celestial Empire. We cannot forbear to quote the words of the father of the Marquis Tseng which Mrs. Little describes as "high minded," as indeed they are: "It is always difficult to know what to do in barbarian affairs. However, the key is never to be found far from the four qualities of Confucius—loyalty, genuineness, truth, and respect. Genuineness means honesty; respect means prudence; for truth it simply suffices not to say anything that is untrue, yet this is the most difficult of all, and it is on this word that it behooves us to take our chief hold. Do not allow anything agreed on to-day to be modified to-morrow on account of some small advantage or disadvantage." Mrs. Little gives an explicit account of the Japanese War, and the consequent disgrace of Li. Yet he was appointed Plenipotentiary for the peace negotiations, though he knew that the result must be to make his name hated throughout the Chinese Empire. We must again quote Mrs. Little: "The big bully, as some people considered him, the one statesman of China, as others have described him, Li, the magnificent, the pleasure lover, the holder of countless posts, the jovial host, the kindly grandfather, was at the lowest ebb of his fortunes; and almost every one was compassionately regretting that he had not been allowed to retire when he first sent in a memorial on the subject, and when people might have thought the glory of China had departed with grand old Li." But the luck turned when, after the third conference between the Plenipotentiaries of China and

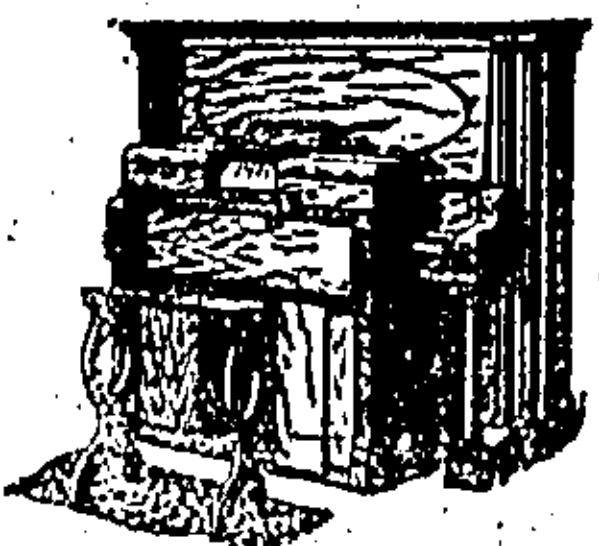
Japan on March 24, the Viceroy was fired at on his way back from the meeting, by a Japanese fanatic. The conversations between Li and Count Ito are reproduced in part by Mrs. Little, and they show how subtle both Chinese and Japanese are in diplomacy. Li had the more difficult part to play, but it cannot be denied that he played it with consummate skill, though he had met his match in the great Japanese soldier. Li was taken back into favour. Then followed the triumphal progress through Europe, which is still in all our memories. Then came the Boxer movement, and after that his death. Mrs. Little describes it all with brevity, but with full emphasis on what is essential and to be remembered. Li was not honest; but then he was a Chinaman, and we may well ask with Mrs. Little in her final sentence: "Can our ways seem so strange even to the angels as Chinese ways appear to us?" We would also like to ask if it is possible for the Western to judge calmly and impartially of the Oriental mind? Frankly we do not think it possible. But after reading Mrs. Little's book we are not sure that the Yellow Peril is quite so yellow as it sometimes seems.—*The Times*.

Intimations.

THE ROBINSON PIANO CO. LTD.

THERE IS NO XMAS GIFT GIVES SUCH GREAT AND PERMANENT PLEASURE AS

THE "APOLLO" PIANO PLAYER



PRICE: From \$450 up.

IT IS A REVELATION

Pay PART Cash and Balance

LATER.

VICTOR TALKING MACHINES

absolute reproduction of the human voice.

Songs by the Best Singers, Comic Songs and Speeches, Good Band Music.

SPECIAL OFFER

PAY for the Records now and for the Machine LATER.

PIANOS:

Magnificent instruments at specially Low Prices during Xmas week. Do not fail to inspect our stock if you wish to make a handsome gift.

Our NEW STOCK OF MUSIC has arrived.

Hongkong, 22nd December, 1903. [4155]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO. Hongkong, 10th January, 1904. [5954]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

16, DES VROUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903. [5136]

DENTISTRY.

SUI SANG,

(Late Practising with Dr. I. SAKATA), DENTIST,

No. 46, Connaught Road Central, Hongkong, 9th February, 1904. [5136]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.50
One month.....	7.50
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	75.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	\$ per cent.
6 ".....	10 "
12 ".....	15 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road, Hongkong.

To be Let.

TO LET.

FIRST and SECOND FLOORS of No. 34, QUEEN'S ROAD CENTRAL, opposite the GENERAL POST OFFICE, after MARCH 31ST, 1904, at present occupied by Messrs. FOWELL & CO. and the COSMOPOLITAN HOUSE. This House is especially suitable for people who are seeking places for Hotel purposes.

Please apply to—
YEE SANG FAT,
at the above Address.
Hongkong, 29th December, 1903. [15636]

Consignees.

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "CHARLES TIBERGHIE,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st January will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th January, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO. LIMITED, Agents.
Hongkong, 28th December, 1903. [15564]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship.

"GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by WEDNESDAY, the 30th instant, at 10 A.M. will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON, Acting Agent.
Hongkong, 28th December, 1903. [15564]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENLOCHV."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd January will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.
Hongkong, 28th December, 1903. [15556]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN."

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY, the 25th December.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 31st December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 31st December, at 10 A.M.

All Claims must reach us before the 5th January, 1904, or they will not be recognized.

The Fire Insurance will be effected by the Underwriters.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.
Hongkong, 25th December, 1903. [5636]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON."

FROM BOMBAY AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persia Gulf, or B.S.N., and B. & P. B.N. Co.'s Steamers.

From Alleppey, or S.S. Nayah.

Goods not cleared by the 2nd January, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival, after which they will not be recognized.

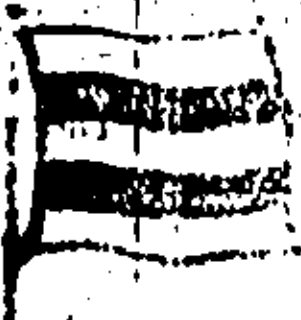
No Claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.
Hongkong, 28th December, 1903. [15564]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

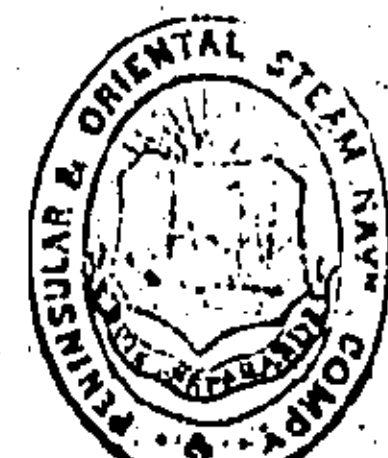
STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU	(BOMBAY, via SINGAPORE and COLOMBO)	WEDNESDAY, 6th Jan., Noon.
NIKKO MARU	(SYDNEY, MELBOURNE and ADELAIDE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE)	FRIDAY, 22nd January.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 30th December, 1903.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVI, PERSIAN GULF, CONTINENTAL, AMERICAN, and SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA."

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 2nd January, at Noon, taking Passengers and Cargo for the above Ports.

"Sila" and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Hamburg.

Parcels will be received at this Office until 10 A.M. a day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, 21st December, 1903. [15564]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.

Tons. Captains. 1903-04.

Lyra 4,417 G. V. Williams Jan. 20

Olympia 2,800 A. Dixon Feb. 11

Shawmut 5,600 W. M. Smith Feb. 19

Tacoma 2,800 M. Ridley Feb. 26

Victoria 3,500 J. Truebridge Mar. 16

[Cargo only.]

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & CO. LIMITED, General Agents.
Hongkong, 24th December, 1903. [18740]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept 1st Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.
Hongkong, 28th May, 1904. [150]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 1st FLOOR, 1st FLOOR.

He has a large

studio in a position, in his New and

modern premises, to eclipse as heretofore

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

Anglo-Siam, 1903-1904. [1551]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 29th October, 1903. [15564]

For Sale.

FOR SALE.

HEATH'S PATENT HEZZANITH BELL SEXTANTS.

Other Makers: HUGHES

Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

PORT.

Per doz. Per bot.

B.—OLD VINTAGE, super-
ior quality, Red Capsule 24.60 \$1.40C.—FINE OLD VINTAGE
superior quality, Black
Seal Capsule 20.00 1.70D.—VERY FINE OLD VIN-
TAGE, extra superior, (old
bottled), Violet Capsule 27.00 2.25NOTE.—Port, after removal, should be
rested for a month before use.Wine required for IMMEDIATE use
should be ordered to be decanted before
being sent out.These Wines are specially suited for
Invalids and general use, and are too well
known to need further comment.A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 25.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

NEW YEAR CARDS.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING AND PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. (728d)

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Liebig's Standard Code.

TELEPHONE, 232.

Hongkong, 30th March, 1903. (1358d)

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 30, 1903.

THE PASSING OF THE SAIL.

It has been recorded that in the search
for the wealth of the Indies a tiny wooden
barque, in 1492, took Columbus to the
Atlantic shores of America. For a similar
purpose a small fleet of sailing ships was
sent to the Far East by the East India
Company early in the seventeenth century,
and their agents unconsciously commenced
working out in China the great international
problem with the solution of which Hong-
kong has been specially concerned. On the
21st November last the White Star Line
launched one of the largest steamers yet built,
which is to plough the waters between Great
Britain and America, and carry on the im-
mense trade that has grown between the
two countries since Columbus set sail in his
barque. It is the fourth time within
five years that a steamer larger than all
her predecessors has been launched for this
line, and this fact of itself constitutes a
unique record. The *Oceanic*, the first of
the four, was launched in January, 1899;
the *Celtic* came next in 1901; the *Cedric*
followed in 1902; and now comes the *Baltic*
at the close of 1903. When the *Oceanic*
was launched in 1899, the next to her in
tonnage was the *Kaiser Wilhelm der Grosse*,
of 14,346 tons; the *Baltic*, which is 24,000
tons, has a rival in the *Kaiser Wilhelm II.*,
of 20,010 tons. The increase in tonnage
in the largest steamer has therefore been
almost 10,000 tons within the last five
years. A more rapid rate of increase than
this has never taken place within the same
time in the past history of steam navigation.

It is just over fifteen years since the launch
of the first steamer of over 10,000 tons (the
Grat Eastern excepted), and in the ten
years from 1888, when the *City of New York*
of 10,500 tons, was launched, to 1898, when
the *Kaiser Wilhelm der Grosse*, of 14,346
tons, was the largest steamer, the advance
was a little less than 4,000 tons. Now,
in less than five years, there is a further
increase of almost 10,000 tons. Thus are
the dreams of the fifteenth century
materialized into tangible fact by twentieth
century energy on a huge wholesale plan.
As a writer in the *Revue Scientifique*
recently pointed out, the Germans and
the Americans have recently built gigantic
sailing vessels such as the *Preussen*, of
12,000 tons, and American ships of 10,000
tons, with no less than seven masts, but "in
the largest fleet of all, the English, we now
find only one ton of sailing vessels to nearly
five of steamers; and, moreover, in the sailing
fleet is included a host of secondary
boats built for the short distance coasting
trade, where speed is less important than in
international commerce, and where the
freights might not be sufficient to pay the
cost of construction and maintenance of a
steam vessel." Indications are not wanting
in Hongkong that the past few years have
undoubtedly wrought marvellous changes in
shipping. Twenty years ago there were often
as many as fifty sailing vessels of British,
American, German, Italian, French and
other nationality, anchored between the Is-
land and Kowloon, as against a score or so
of steamers, while ten years later, in 1893,
the sailing craft averaged about sixteen in
number to nearly thirty steamers. To-day
the sailing vessels in port number four,
all flying the British flag, and including
the huge barque *Brilliant*. Progress is
seen all along the line. The steam naviga-
tion in the harbour is marked by growth
in dimensions, and weights of ships, and
large increase in engine-power as speeds have
been raised. Improvements in marine engi-
neering have accompanied increase of steam
pressure, and economy of fuel and reduction
in the weight of propelling apparatus in
proportion to the power developed. We
also see improvements in the materials
used in shipbuilding, better structural
arrangements, and relatively lighter hulls
and larger carrying power; and improve-
ments in form, leading to diminished re-
sistance and economy of power expended
in propulsion. As M. Bellet, the contributor
to the *Revue Scientifique* points out, the law
of progress, has decreed that the sail should

be gradually abandoned in favour of steam
propulsion, and "although it may be
desirable to make use of the wind's free
power on land, mechanical propulsion is be-
coming more and more the rule at sea, and
sail-navigation is doomed to disappear except
where it is only a sport and not a means of
commercial transportation."

LOCAL AND GENERAL.

NEXT year the Channel Fleet is to be streng-
thened by the addition of two battleships,
making eight instead of six.

PENANG will shortly be reinforced in the
motor-car way, two small Lux cars of 6 h.p.
being about to be shipped for Mr. Duncan and
Mr. Young.

CHINA papers state that the Russians are
engaging numbers of well-educated Chinese
to conduct official correspondence in Man-
churia. Salaries are being offered ranging
from \$50 to \$100 a month.

A CARDIFF telegram states that the Admiralty
have placed orders for about 500,000 tons of
coal divided among nearly twenty collieries.
The prices are said to be at the rate of a little
over thirteen shillings a ton f.o.b.

THE new trial of Dreyfus will be begun in
January. This is the recommendation of the
military commission which was appointed by
the French Cabinet to investigate the question
of whether Dreyfus was entitled to a revision
of his case.

WE understand that Mr. E. R. Bellios, C.M.G.,
has offered a silver cup for the best batting
average in the Craignower Cricket Club.
Before becoming the absolute property of any
player it must be won twice in succession or
three times in all by the same batsman.

MR. PAYNE, the Postmaster-General, and Mr.
Raikes, the British Charge d'Affaires, have
signed the Parcels Post Agreement between
the United States and Hongkong. It will come
into effect on January 1, 1904. Under the
Agreement the maximum weight of parcels
will be seventy-two ounces.

AT the annual public meeting of the Académie
Française on 26th ult. amongst the recipients
of the various awards were M. Eugene Darcy,
who received a Montyon prize of 500 fr. for his
"Defence of the French Legion," and a
Fabien prize of 500 fr. was also given to M.
J. Pene-Siefert for "Yellows and Whites in
China."

By kind permission of Major Radcliffe and
officers, the Band of the 93rd Burma Infantry,
will play the following programme of music,
at the King Edward Hotel, during dinner, on
Thursday, the 31st instant (New Year's Eve)
instead of Friday as usual.

March—"On the Rolling Deep" Without
Overture—"The Sapphire Necklace" Sullivan
Selection—"The Mikado" Sullivan
Song—"The Caterpillar and the Rose" Godfrey
Selection—"Reminiscences of All Nations" Godfrey
Lancers—"The Army and the Navy" Ernest Allan
Valse—"Amoureuse" Berger
God save the King.

MR. F. B. L. Bowley, secretary of the City Hall,
writes on behalf of Mr. M. B. Leavitt that this
entertainer hopes to visit Hongkong in March
or April next. From Ceylon exchanges we
learn that he is the proprietor of the Anglo-
American Troubadours who combined with the
Lee and Zansig troupe, and who have recently
been delighting Colombo and Candy audiences.
The *Ceylon Independent* speaks in glowing
terms of the performance, and says that by
common consent it was voted one of the best
variety entertainments given in Colombo for
many a long day.

AMONGST the eight vessels recently acquired
by the North German Lloyd from the Rickmers
Reisubles, Rhederi and Schiffbau A.G., are
two that are still on the stocks. These two
steamers are intended, one for the Manila line
of the company and one for the Singapore,
Labuan, Manila service. These two vessels,
which are both for passengers and freight, will
have a length of 76.8 metres, a breadth of 11.27
metres, and a depth from the spar deck of 6.7
metres. The passenger accommodation is for
20 first-class, with rooms on the bridge deck,
and 9 second; and a large number of Asiatic
deck passengers.

THE *Bangkok Times* states that the rice market
everywhere is dull for the moment, and the
coming season holds out some promise of being
interesting in Siam. If the expectation is ful-
filled of an abundant crop being general, prices
will necessarily be considerably less than the
high rates that ruled last year. The sellers of
paddy will be reluctant to accept a large re-
duction, but there can be no doubt they will be
compelled to do so. Some Bangkok mills do
not frequently pay absurd prices in hope of the
foreign market presently taking a turn that will
recoup them; but if the whole tendency is
downward Bangkok rates must go the same
way.

THE London *Gazette* notifies that the King has
been pleased to grant unto Paul Henry King, Esq.,
Commissioner in the Imperial Chinese Mar-
itime Customs Service, licence and authority to
accept and wear the insignia of the First Class
of the Third Division of the Imperial Chinese
Order of the Double Dragon; to Frederick
Thomas Richards, Esq., Professor of Naviga-
tion, formerly in the Imperial Naval College
at Fochow, and subsequently in the Imperial
Naval College at Canton, the Third Class of
the Third Division of the Double Dragon; and
to Mark Alan Hartnell, Esq., lately Divisional
Superintendent of Police in Monthon, Puket,
Siam, the Fourth Class of the Siamese Order
of the White Elephant.

THE share of Germany in the shipping trade
of China, according to official statistics, has
risen from 3.07 per cent. in 1882 to 13 per cent.
in 1902. This increase is chiefly to be at-
tributed to the establishment of a service of
steamers of large tonnage to the Far East, and
to the institution of the great cargo lines from
Hamburg and Bremen to East Asia.

THERE are in the United States Navy 352
vessels fit for service, forty-five building and
twenty-three unfit for service. There are under
construction or authorised—First-class battle-
ships, 14; armoured cruisers, 8; protected
cruisers, 9; gunboat for Great Lakes (not be-
gun), 1; composite gunboats, 2; steel torpedo
boats, 6; training ships, 2; training brig, 1;
tugs, 2.

FURTHER purchases of Welsh coal for the Far
East are reported on the Cardiff market, and it
is computed that 40,000 tons have already been
arranged for shipment over December and
January. Inquiry still continues. The Rus-
sians have secured a large early steamer for
patent fuel from Cardiff to Port Arthur, as
well as the *Foxton Hall*, to carry 6,500 tons of
coal from Cardiff to Port Arthur, and also an-
other steamer ready to load at the commence-
ment of January. Rates are not quite so good
as a few weeks ago, and are believed to be
about 18s. 6d.

WRITING on the labour problem in South
Africa the Johannesburg Correspondent of *The
Times* points out that even when the necessary
sanctions for importing Chinese labour are
obtained it will be some time before Chinese
can be actually at work on the Rand. Time
must be allowed for negotiations with the
Chinese Government and also for putting into
motion all the machinery of recruiting. An
estimate of six months presupposes a speedy
passage for the Labour Ordinance through the
Legislative Council, the unquestioning assent
of the Imperial Government, ready compliance
on the part of the Chinese authorities and
success on the part of the recruiting agents. It
must be anticipated (says the *L. & S. C.
Express*) that the Government at Peking will
scrutinise carefully the ordinance
regulating the importation of Chinese. In view
of this something more than the mere assent of
the Imperial Government to the importation of
Chinese will be looked for; to ensure the
success of the scheme the active co-operation
of His Majesty's representative at Peking will
be necessary in order that the Chinese
authorities may feel that they are dealing
officially with the British Government and not
merely with an unofficial British community.

A HONGKONG STEAMER
ASHORE.

ACCIDENT TO THE S.S. "ELLEN RICKMERS."

News reached this Colony last evening that
the *Ellen Rickmers*, one of the steamers recently
purchased from the Rickmers Rice Mills and
Shipbuilding Company by the North German
Lloyd, had gone ashore on the Parcel Islands.
This vessel was on the Hongkong-Bangkok
run. It would appear that the news was con-
veyed in a scanty telegram to the agent here,
but it is more than probable that the crew and
officers of the *Ellen Rickmers* are in safety.
Measures were taken this morning by the
Superintendent of the North German Lloyd for
the prompt departure of the tug *Fame* with
a salvage expedition, with divers
and pumps, which, we learn, will be under
the direction of the Dock Company. It is
interesting to note that the fleet purchased by
the German company consisted of the *Andree
Rickmers*, *Madeleine Rickmers*, *Elisabeth Rick-
mers*, *Ellen Rickmers*, *Maria Rickmers*,
Dorothea Rickmers and two other steamers still
on the stocks. These vessels have all been
built in recent years, and their construction is
specially adapted for the conveyance of Chinese
passengers and Eastern cargo. They are about
2,500 tons burden. We are informed that the
position of the stranded steamer is not a
dangerous one, though, with the stiff monsoon
now sweeping the China Sea, it is probable
that delay in salvage operations would result
in the breaking up of the steamer.

H.M.S. "CENTURION"

In the *Naval and Military Record* "Paratus"
writes anent H.M.S. *Centurion*, now on the
China Station:—

The battleship *Centurion* is proud of herself.
She has a reputation to keep up, but she is not
content with that; she has started on her third
commission with a firm determination to en-
hance her reputation. She laughs at records;
in her eyes they are merely things to be broken,
and 14 days after commissioning, two of them
had already gone to the wall. Record the first
—Commissioned—on Tuesday, Nov. 3, the
Centurion left Portsmouth for China at 10 a.m.
on Tuesday, Nov. 10, and she was ready to
leave two days earlier had it been necessary.
This has never been equalled before. Record
the second—Arrived at Malia 6 p.m. on Tues-
day, Nov. 17th. No ship in the Navy has ever
accomplished the feat of reaching Malia 14
days after she was commissioned, and the run
from Portsmouth would have done credit to a
liner. I repeat the *Centurion* is proud of
herself, and we are proud of her. In the
words of Rudyard Kipling, she is a "ship
that has found herself" in a remarkably short
space of time to engines, and, in the opinion
of the ship's company as a whole, she is in
every respect the most comfortable vessel in
the service. And it is the same with her offi-
cers and men. We had "shaken down" almost
before we had left Spithead, and perfect har-
mony and good fellowship exists both aft and
forward. Every thing points to our being what
is of considerable importance—a happy ship.
Physically, the men are as fine a set of blue-
jackets as ever manned a warship, and they go
about their work in a way that cheers our
hearts and augurs well for our efficiency in the
future. We look for a hearty welcome from
the fleet in the Far East, and are confident
that we shall be found ready and willing to un-
dertake anything that we may be called upon to
do, and do it in a way that will prove a credit
to the service and to our ship.

HONGKONG'S MODERNITY.

AN UP-TO-DATE CARAVAN-SERAI.

THE HONGKONG HOTEL.

The question of comfortable accommodation
and a good *cuisine* is of first order, both to re-
sidents in this Colony, who cannot afford high
rents or who desire to avoid the worries at-
tendant on the surveillance of a retinue of
Asiatic domestics, and to the ever-increasing
number of tourists that visit our city each win-
ter. Hongkong has advanced in importance as
a seaport with enormous strides, and, owing to
it being situated within easy distance of
Canton, Macao and Tonking, the number of
globe-trotters who make of it a base for
exploration is continually augmenting, so that
the different hotels of our city have had to
increase their means of accommodation, and
cater to the requirements of the modern travel-
ler for comfort and luxury.

In this march of progress none of our nume-
rous guest-houses have done more to secure
the satisfaction of their patrons than our lead-
ing *caravan-serai*, the Hongkong Hotel. Within
the last few months important changes and
modifications have been effected in the lighting
installation, restaurant department and social
comforts of this immense building, and no
small credit is due to the able manager, Mr.
H. Haynes, that this transformation was com-
pleted without any discomfort to the numerous
guests staying in the Hotel. The massive pile
is now lighted throughout by electricity, and
several facts with regard to the plant and
system adopted will no doubt be of interest to
many.

ELECTRIC INSTALLATION.

The whole of the plant is on the premises of
the hotel, which is thus absolutely independent
of outside supply. Power is obtained from five
boilers, each of 10 H.P., and the generative
force is assured by 3 dynamos, each capable of
running 500 sixteen candle-power lamps.
These dynamos are by the General Electric
Co. of New York; they are of the multipolar
type and their respective power is:—No load
110 volts; full load 115 volts; ampères 216;
speed 305 revolutions. One of these machines
is running all day and, at night, two are put
into service.

The lighting installation is under the con-
tinual supervision of a qualified European
electrician and engineer, supplied by the China
Light and Power Co., (Messrs. Shawan, Tones
and Co., Agents). The machinery is of the
latest type and includes many up-to-date
improvements. Near the dynamos is a switch-
board, from which can be controlled the
whole lighting system of the building, and
an automatic switch is attached, by which
in event of a series of lights being put
out of circuit by the fusing of a wire,
the gear is thrown out of action and the
engineer is thus advised and can attend im-
mediately to repairs. In carrying the wires
through and along the walls every precaution
has been taken to avoid all danger of fire, the
following system being adopted. In passing
through brickwork all wires are run through
porcelain tubes, very similar to those of the
Simplex pattern, and in straight leads they are
enclosed in a fire-proof casing of asbestos. The
lighting installation in the bed-rooms is as fol-
lows: In each of the large rooms is a 3-light
chandelier, one bracket and a portable lamp.
In the smaller rooms there are two bracket
lamps and a portable light. All the rooms are
provided with a socket for a fan. Each lamp
can be put at 16 or 32 candle-power as required.
The corridors are lighted by steel pendants
bearing 16 C.P. lamps. On each floor there are
three cut-outs, to be used in event of a fuse
going, in which case only eight rooms on each
landing would be deprived of light. The bath-
rooms, staircases, bars, pantries, dining and
billiard-rooms are all fitted with the electric
light as well as the steam-laundry, boiler-room,
refrigerating chambers, provision, store, bag-
gage-rooms and lifts. The outside lights on
the facade and verandahs are Nernst lamps of
60 candle-power.

OTHER IMPROVEMENTS.

Other important modifications conducive to
the comfort of guests have taken place lately,
and thirteen bedrooms on the first floor have
been converted into a magnificent social suite
for the comfort of residents in the hotel, con-
sisting in reception, reading, drawing and
music rooms as well as a private bar and
billiard rooms. The ladies drawing-room is
sumptuously furnished and contains a Broad-
wood grand piano. This innovation is a great
boom to residents in the hotel since it allows
them to entertain their friends in the same
manner as if they were living in their own
house.

The tourist and even the resident in the
Hongkong Hotel have little opportunity of
realising the immense activity that is going
on in the different departments attached to
this vast enterprise. In the building, though
carefully and skillfully concealed from
sojourners in this palatial establishment, is
a big steam laundry, in which from 2,000 to
2,500 pieces of linen are washed each day.
This contains steam-mangles, rotary washing
machines and hydro-extractors for the rapid
drying of the linen and a special 8 h.p.
engine for running the same. There is also a
big Westinghouse steam-pump for filling the
lift-tanks and sanitary cisterns, two Hall's re-
frigerating machines (chloride of calcium
system) for manufacturing the ice consumed
on the premises, run by a 12 H.P. engine.
There also exist a bakery and refrigerating cham-
bers for cooling liquors and aerated waters.

A very precaution is taken to ensure a supply
of absolutely pure drinking water, for this
liquid passes through two enormous Berkefeld
filters and its temperature is reduced in a cool-
ing box prior to it being placed upon the table
in the dining-room. To avoid all inconvenience
during a winter famine in the working of the
lifts and sanitary cisterns, a well 30 feet deep
has been sunk beneath the building. Water
of pure prevention is from descending many

minor improvements which have been initiated
within the last few weeks, but sufficient has been
said to prove that the Hongkong Hotel, as it
stands, is probably the most up-to-date *caravan-
serai* in the Far East, and its admirable
accommodation, excellent *cuisine* and splendid
management is a credit to our important
sea-port.

CRICKET LEAGUE.

CRAIGNOWER V. A.O.C.

The above match will take place on Satur-
day, the 2nd January, at 2.15 p.m. on the ground
of the former Club which will be represented
by R. Bass, Lammert, A. C. Brown, E. C.
Brown, E. R. Horton, J. D. Kinnaird, R. Pes-
tonji, J. Craig, J. L. Stuart, M. E. Asger, L. A.
Rose and R. Houghton.

LEAGUE TABLE.

Clubs.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	8	7	1	0	21
Civil Service	6	5	0	1	16
Craignower	7	3	2	2	11
R. E.	4	2	3	0	6
"Tamar"	5	2	3	0	6
R. A. M. C.	5	1	3	1	4
H. K. C. C. "A"	4	0	4	0	0
Parsees	4	0	4	0	0

JAPAN AND RUSSIA.

SEMI-OFFICIAL STATEMENT.

A very important statement is made by the
Kokumin in reference to the political situation.
The importance of the information given lies
in the fact that this journal has certain relations
with the Government of a semi-official nature,
and has been chosen more than once to make
important announcements. Our Tokyo con-
temporary has an article in its issue of the 18th
inst., which deals with the various conferences
held during the last few months between the
Elder Statesmen and the members of the
Cabinet. According to this statement, the first
conference, which took place on the 23rd June,
decided on the policy that Japan should pursue
with regard to the situation that had arisen as
the result of Russia's continued occupation of
Manchuria. It was then decided that the only
satisfactory solution would be the placing of
Korea entirely under Japanese influence—
which, presumably, would mean the can-
cellation of the existing Notes in which
Russia and Japan respectively recognise each
the interests of the other in Korea—and
the determination that Manchuria should not
be permitted to fall into the hands of Russia,
but should be opened to the trade of the world
with a full recognition of Chinese sovereignty.
The second conference was held on the 13th
October, when, no move for evacuation having
been made by Russia, the ways and means
were considered by which the previous decision
could be carried into effect. By this time the
negotiations between Japan and Russia had
been transferred from St. Petersburg to Tokyo.
A third conference took place on the 24th Oct.,
when the Elder Statesmen and the Cabinet
formulated Japan's irreducible minimum, which
was presented to the Russian representative. On
various pretexts Russia delayed an answer to
this dispatch, which was only received by the
Japanese Government about three weeks ago,
some forty days after the Note was presented
to Russia. According to the *Kokumin*, the
Russian reply neither refused nor conceded the
Japanese demands. It was a temporising
document, apparently. Thereupon a fourth
conference took place between the Ministers
and the Elder Statesmen, which was held on
the 18th instant. At this conference it was
decided that Japan should firmly stand by the
decision she had arrived at when the original
dispatch was sent, and that strong action should
be taken to enforce the demands contained
in the irreducible minimum formulated at the
third conference. This means, according to
the *Kokumin*, that if her demands are refused
by Russia, Japan will be compelled to take
measures which are generally referred to as
"the last resort." Japan, concludes the Tokyo
journal, is now awaiting Russia's reply. She
is full equipped for action, and should her just
demands be refused troops can be dispatched
to Korea and Japan's Navy can be brought
into action at a moment's notice.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Taiyuan*) To-morrow.
American (*Hongkong Maru*) 1st prox.
English (*Bengal*) 2nd prox.
Canadian (*Athenian*) 5th prox.
German (*Kleist*) 5th prox.
German (*Sachsen*) 8th prox.
Indian (*Lalsang*) 10th prox.
American (*China*) 10th prox.
American (*Doric*) 10th prox.
The Boston S. S. Co.'s s.s. *Tremont* sailed
from Kobe for Yokohama on 28th inst.
The N. G. I. S. S. Co.'s s.s. *Ischia* left Singa-
pore for this port to-day, and may be expected
here on 5th prox.
The Java-China-Japan Lijn s.s. *Tjiphanas* left
Macassar for this port on 28th inst., and may
be expected here on 7th prox.
The Imperial German Mail s.s. *Bayern*
which left here on 26th inst., a.m., arrived at
Shanghai yesterday, at 7 a.m.
The T. K. K. Co.'s s.s. *Hongkong Maru* with
mails, &c., left Shanghai for this port yester-
day at 5 p.m. and is due here on 1st prox.
The C. N. Co.'s s.s. *Taiyuan* from Australia
ports and Manila left Manila on 28th inst., and
is expected to arrive here on 31st inst., at day-
light.
The Boston S. S. Co.'s s.s. *Shawmut* sailed
from Victoria, B.C., for Yokohama, Kobe, Hong-
kong and Manila on 28th inst., and may be ex-
pected here on 26th prox.
The O. & C. S. S. Co.'s s.s. *Doric* with mails,
&c., left San Francisco for this port via Hono-
lulu, Yokohama, Inland Sea, Kobe, Nagasaki
and Shanghai, on 22nd inst.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

"Empress" "Kwangtai" Collision Case.

JUDGMENT.

(From Our Correspondent.)

HONGKAI, 29th December, 5.12 p.m.

Judgment in the *Empress of India-Kwangtai* collision case was delivered to-day.

The Court find the mail steamer alone to blame.

[The above telegram was issued in a special Extra to the *Hongkong Telegraph* at 7.30 last evening.—ED., H.K.T.]

(Reuter's.)

Hottentot Insurrection in South Africa.

LONDON, 28th December.

A general insurrection of Hottentots has broken out in German South-West Africa.

Russia and Thibet.

The *Daily Mail's* correspondent at St. Petersburg wires that a deputation from the Delai-Lama of Thibet has arrived at Irkutsk en route to St. Petersburg.

LATER.

The Situation.

There are persistent rumours at Portsmouth that the fleet in the Far East is about to be strengthened. The Authorities profess ignorance.

The Admiralty has ordered all naval reservists to notify addresses from which they can be summoned by telegraph.

It is reported that the Argentine warships *Moreno* and *Rivadavia* which are on the point of completion at Genoa have been sold for £1,500,000, through Messrs. Gibbs and Sons, the firm through which the Chilean warships were recently purchased.

ROYAL HONGKONG YACHT CLUB.

On Friday, the 1st January, a cup, presented by the Commodore of the Club (His Excellency F. H. May, C.M.G.), by permission of Rear-Admiral the Hon. A. Curzon-Howe, C.V.O., C.B., C.M.G., will be sailed for by service boats with service rigs steered by Midshipmen of the British Squadron now in harbour. The course will be as follows:—From a line between Police Pier, Tsim Sha Tsui, and a markboat anchored off the Pier, round Channel Rocks, Kowloon Rocks, Meyer's East Buoy, Channel Rocks (all to port) and across the starting line from East to West. Start at 1 p.m.

NORTHERN AFFAIRS.

Following are items transmitted to Manila exchanges by the Far Eastern Press Association:—The Japanese government has requisitioned all the Japanese fleet which is now in drydock or preparing to enter. War is expected to be declared momentarily.

Port Arthur is being made ready for war as fast as possible. The Russian engineer corps is building ramps to defend the city. It is believed there that Port Arthur will be attacked at the very outset of the war.

Japan, in her reply to the demands of Russia, is reported to have rejected all the fundamental points advanced by the Czar's Government. The situation is considered grave, and the people are looking for a declaration of war.

Russia is endeavouring to borrow from the banks £125,000,000, as an emergency sum to be used in case of war with Japan. The financial agents of Russia are sounding the great German bankers on the subject.

Admiral Alexieff, Viceroy of Russia in the Far East, has been authorized by the Czar to settle all local questions in his domain concerning the Russo-Japanese embroglio.

Japan is chartering transports wherever available. The subsidized lines have been notified that they must be ready to furnish ships.

The Japanese legation in Berlin has received an intimation that Russia will concede the requests of Japan in the settlement of the differences between the nations.

The railways of Japan have been ordered to prepare for the transportation of 70,000 soldiers to the coast.

The American fleet at Cavite was ordered to sail last Tuesday for Nagasaki. Warm times are expected in Japan within the next few days. The Cavite fleet will meet that under Admiral Evans on the coast of Japan.

Forty warships of Japan are being coaled to the limit of their bunkers, in preparation for an emergency.

Mr Bennett Burleigh, the famous war correspondent, doubts that there will be fighting between Russia and Japan. He is reported as saying that the people of the Flowery Land want war, but that the Mikado is determined to preserve peace.

The Manila office of the Mitsui Bussan Kaisha has received a cablegram from its head office in Japan that the Japanese government has taken two of its cargo vessels for coal transports, expiring war with Russia. The names of the boats are the *Minatsuma Maru*, 5,000 gross tons, and the *Ariake Maru*, 3,000 gross tons. These ships have been running between Moji and Katsura and Hongkong.

ARTHUR HILL WORLD'S ENTERTAINERS.

The members of this troupe of variety entertainers presented a change of programme to a large audience at the Theatre Royal last evening, and again received the loud plaudits of the audience for a smart performance. Kelly and Agnes were very popular with their dancing and quaint antics, while Miss Leslie Norman was loudly cheered for the song *Asiatic*, and, at the conclusion of the piece, was presented with a large basket of flowers. Leonard Nelson, the plain comedian, gave a most laughable turn and, of course, had to respond to enthusiastic encores. Lazern, the mystic again delighted the house with his mirth, magic and mystery, while Miss Maud Christie's sweet voice was much appreciated by the audience, and at the termination of her solo the popular artist was presented with a heap of floral devices. The sensational ride by Hill and Sylvian was an item deservedly ranking amongst the best of the evening. Hill riding an ordinary cart wheel down a flight of steps and repeating the performance on a cycle wheel. In response to vociferous encores he again made the ride and carried Sylvian on his shoulders. A word of praise is due to Miss May McCrystal who rendered the overtures and played the accompaniments in excellent style. It was announced during the evening that a special matinee for children would be given on Friday at 3 p.m., when a fresh programme, adapted to juveniles, will be presented.

MASONIC.

The 28th regular annual meeting of the District Grand Lodge of Hongkong and South China, was held at the Freemasons' Hall last evening, when the following appointments for the District Grand Lodge during the year 1904 were made:—

Deputy District Grand Master, Wor. Bro. E. C. Ray; District Senior Grand Warden, Wor. Bro. Thomas Fred. Hough; District Junior Grand Warden, Wor. Bro. Augustus Shelton Hooper; District Grand Chaplain, Wor. Bro. G. P. Lamert; District Grand Treasurer, Wor. Bro. G. Piercy (Jr.); District Grand Registrar, Wor. Bro. F. D. Goddard; District Grand President of the Board of General Purposes, Wor. Bro. G. J. B. Sayer; District Grand Secretary, Wor. Bro. A. O'D. Gourd; District Senior Grand Deacon, Wor. Bro. C. J. Lafreny; District Junior Grand Deacon, Wor. Bro. E. A. Stanton; District Grand Superintendent of Works, Wor. Bro. G. G. Barnett; District Grand Director of Ceremonies, Wor. Bro. C. W. Longuet; District Grand Assistant Director of Ceremonies, Wor. Bro. E. W. Hinds; District Grand Sword Bearer, Wor. Bro. F. H. Siemssen; District Grand Standard Bearer, Wor. Bros. J. W. L. Oliver and H. Bathurst; District Grand Organist, Wor. Bro. G. Grimble; District Grand Pursuivant, Wor. Bro. W. H. Woolley; District Grand Assistant Pursuivant, Wor. Bro. C. H. Grace; District Grand Stewards, Bros. H. Sykes, C. A. D. Melbourne, J. N. Varcoe, H. Croxley, H. Dulloch, and R. D. Thomas; District Grand Tyler, Bro. J. Vanstone.

ARREST OF A GERMAN CAPTAIN AT MOJI.

AN EXTRAORDINARY CASE.

The following is from the *Kobe Chronicle* of the 20th inst.:—During the last few days some brief particulars have appeared in the Japanese journals regarding trouble that has arisen in connection with the crew of the *Hilde Rikmers* at Moji. We have now obtained a statement regarding this case, which is of a remarkable nature.

According to the facts which have been related to us, the German steamer *Hilde Rikmers*, Captain Warneke, was lying in Moji harbour about a week ago, when the Captain received a deputation from the Chinese crew asking that the Chinese should be discharged at that port. The Captain objected to this on the ground that there was no German Consulate in Moji which could give a discharge, and that it would be impossible for him to obtain another crew at Moji. He promised, however, to take the men to Singapore and pay them off there, and to send them back to Hongkong from that port. It appears that meanwhile some of the Chinese had gone ashore, and they were told by a Chinese comrade that he could lodge the whole of the Chinese, if they liked to leave the ship and come to his premises. These men, returning on board, communicated this invitation to the rest of the Chinese crew, and the Chinese thereupon insisted on leaving the ship in a body, notwithstanding the direct order of the Captain. On the Chinese attempting to desert the vessel the officers interfered and a row ensued, the result being that after a sharp struggle the Chinese were locked up in the fore-castle.

During the struggle blows were struck, and the Chinese apparently bore some marks of the affair, for on a number of them escaping through the ventilator of the fore-castle and reaching the shore, they laid a complaint against the Captain and officers for assault, showing the wounds they had received as evidence of maltreatment. The authorities, without apparently attempting to make any further inquiries, at once proceeded on board and arrested the Captain and officers.

We are informed that the Captain, who was ill with rheumatism and unable to walk without the assistance of a stick, was placed in the ordinary jail, and was compelled to divest himself of his hat, overcoat, watch and pocket-book, of which the police took possession. The cell into which he was locked was without any apparatus for being warmed, and it had broken windows, through which the rain and wind came. Here he remained for some thirty-six hours. Meanwhile the German Consul at Nagasaki had been communicated with and he at once sent the German Interpreter, Dr. Speck, to make inquiries, whereupon the Captain and officers were released.

We understand that Captain Warneke has instituted a claim of 100,000 yen for damages suffered by himself and officers, and for the detention of his ship for two days.

THE PORTUGUESE MINISTER TO CHINA.

IN HONGKONG.

There arrived by the French mail steamer *Polynesien*, this morning, from Lisbon en route to Peking, the Portuguese Minister Plenipotentiary and Envoy Extraordinary to China, His Excellency Senhor José d'Azevedo Castello Branco. The Portuguese Consul-General in Hongkong (Conselheiro A. G. Romano) accompanied by the Vice-Consul (Mr. J. J. Leiria) and Consul Senhor Moraes of Canton met His Excellency on board the *Polynesien* in harbour, shortly after the liner dropped anchor this morning. Mr. C. A. R. d'Assumpção, of Macao, who acted as Chinese interpreter, to the Minister designate on the occasion of his first mission to the Middle Kingdom two years ago, was amongst those who called officially to pay their respects to the Portuguese Envoy. His Excellency landed in the forenoon and was not accorded any official reception. During his short stay in Hongkong Senhor Castello Branco will stay at the King Edward hotel. He proceeds to Macao by the Portuguese gunboat *Diu* which came over expressly from the neighbouring colony to convey his Excellency there.

In the course of the afternoon the Minister returned Consul Romano's official visit. It is believed that, prior to proceeding to the Chinese capital, Minister Branco will remain at Macao for a month or so.

SANITARY BOARD.

A meeting of this Board will be held tomorrow at 4.15 p.m.

ORDERS OF THE DAY.

1. Further report of the sub-committee appointed to consider what amendments appear desirable in the Public Health and Buildings Ordinance, 1903.

2. Mr. Hewitt, pursuant to notice, will ask:—(1) With regard to the discussion which took place at the meeting of the Sanitary Board on the 17th instant as to the definition of "External Air" will the President be good enough to lay before the Board a memorandum showing the difference which exists between the definition as put forward by the sub-committee and adopted by the Sanitary Board and that now embodied in the Bill entitled an Ordinance to amend the Public Health and Buildings Ordinance of 1903 (No. 1 of 1903) and passed at the Legislative Council meeting on the 14th instant?

This information is asked for as the objects and reasons of the amended Bill state a new definition of the expression "external air" is submitted in order to give effect to the Board's recommendation.

(2) With regard to the above amended Ordinance will the President be good enough to explain to the Board the exact meaning of the definition of "external air" as shown in sub-section No. 26 of Part I?

(3) Mr. Rümjahn, pursuant to notice, will ask:—

(1) With reference to the answer given at the last meeting to my question No. 4, will the Vice-President be pleased to quote the section (if any) in the Public Health and Buildings Ordinance No. 1 of 1903, under which he, as the building authority, is empowered to authorize sanitary inspectors to enter and inspect domestic buildings for the purpose of ascertaining the existence or otherwise of "building nuisances"?

(2) Will the secretary be pleased to state under which of the provisions of the Public Health and Buildings Ordinance, No. 1 of 1903, or under what authority, notices for the abatement of "building nuisances" are being made out in the office of the Sanitary Board instead of the office of the building authority?

(3) Will the secretary be pleased to state under what authority or standing order (if any) sanitary inspectors are engaged in serving notices for the abatement of "building nuisances" and in attending the police court to prove the existence of such nuisances, on behalf of the building authority?

4. Mr. Pollock, pursuant to notice, will ask:—(1) Will you state how many houses (approximately) there are in the city of Victoria? Will you also state how many houses (approximately) in the city of Victoria will require exemption by the Governor in Council, under the definition of "external air" which appears in section 2 of Ordinance No. 23 of 1903? Will you also state how many houses (approximately) in the city of Victoria have windows fronting on lanes which are less than 13 feet in width?

(2) Is it not the fact that the dimension of 13 feet was inserted in the definition of "external air" in Ordinance No. 1 of 1903 because there was a mistaken impression that every third house would be pulled down and would thus enable every cubic to be lighted by lateral windows opening into a space thirteen feet wide? If you contend that the above is not the fact, will you, please, state how the said dimension of 13 feet came to be fixed upon in the said definition, and will you also please refer me to any speech, document or paper, in support of your contention?

5. Report by the Medical Officer of Health on the latrine at No. 2, Gough Street.

6. Minute by the Medical Officer of Health recommending No. 31, First Street for exemption from the provision of a backyard.

7. Further correspondence relative to the application for exemption from the provision of open spaces in respect of certain houses on Kowloon Inland Lots 1089, 1091, 1092 and 1093.

8. Application for exemption for the provision of open spaces in respect of Nos. 48 and 58, Des Vaux Road Central.

9. Application for exemption from the provision of full open spaces for Nos. 2 to 7, Star Street.

10. Further correspondence relative to the application for the renewal of a licence to sell fresh pork at No. 18, West Street.

11. Mortality statistics for the weeks ended 3rd, 10th, 17th and 24th October, 1903.

12. Lime-washing return for the fortnight ended 22nd December, 1903.

Rat return for the fortnight ended 28th December, 1903.

14. Reports of the analyses of the public water supplies for the month of December, 1903.

G. A. WOODCOCK, Secretary.

COMMERCIAL.

RAOB A. G. MINING CO.

General Manager's Report for four weeks ending Dec. 5, 1903.

The mine measurements and assay results of prospecting work prepared by the mine manager, show a total of 128 ft. for the period 4 weeks under review; made up of 47 ft. sinking, 36 ft. driving, and 45 ft. crosscutting, as against a total of 161 ft. for the previous four weeks.

MINES.

New Main Shaft.—This has been sunk 22 ft., making a total depth of 237 ft. Progress has been retarded by the volume of water, and on this account it is becoming advisable to suspend operations until the arrival of the Electric Sinking pump, which we intend to install. In the meantime such other work will be put in hand as would in any event cause a stoppage later on.

Bukit Koman. 340 ft. Level South.—This has been advanced 175 ft., making a total of 217 ft. south of the shaft. The lode is 31 in. wide and assays 5 dw. There figures show a temporary falling off. The end appears to be slightly disturbed, and this probably explains the change.

340 Level Crosscut to Winze.—A crosscut is being started here to connect with the No. 2 winze from the 240 ft. level, which was sunk on the footwall.

340 Level North.—By extending this end 11 ft., we have gained a total of 171 ft. The improvement of last month has not been maintained. The lode, for 55 in. wide is worth 2 dw. only, and has become much harder. The footwall portion is separated by a course of slate, about 2 ft. wide, from the hanging wall portion at this point, and is about 48 in. wide and worth some 4 dw.

240 ft. Level North, No. 2 Winze.—After cutting in about 84 ft., sinking was commenced, and 12 ft. has been sunk. That part of the lode already exposed is 36 in. wide and assays 4 dw. This winze is 360 ft. north of the shaft as measured along the "longitudinal section line" of the plan. Prospects here are most encouraging.

240 ft. Level North, Crosscut East.—This was put off to prove the extent of a bunch of stone. After 5 ft. it was abandoned.

240 ft. Level South No. 3 Winze.—Having crosscut for 84 ft. this winze has been started and sunk 13 ft. The lode in sight is 6 in. wide, and is worth 2 dw. From the shaft, the position of this winze is 460 ft. South along the "longitudinal section line" of the plan.

140 Level South: Drive from Air Shaft.—To this 10 ft. has been added, making a total of 37 ft. It is now completed, rails and flatsheet are laid down, and waste rock is being passed down from surface and trammed for slope filling.

In the back of the 140 ft. level norths, some 23 ft. of crosscutting for slope filling has been done.

Stopes.—The following stopes are producing stone: Above the 340: 2 stopes; lode 78 in. wide, worth 4 dw. Above the 240: 3 stopes; lode 64 in. wide, worth 5 dw.

Above the Intermediate (200): 3 stopes; lode 82 in. wider and worth 9 dw. Above the 140 ft. north: 2 stopes; lode 57 in. wide, and worth 11 dw.

Bukit Hitam Stopes.—Above the 260 ft. level 2; lode 21 in. wide, and worth 7 dw. General.—Plant and Machinery has been running much as usual.

Parts of the Cornish Pump are already fixed at the 340 ft. level, and nothing more can be done with this until the arrival of the new machinery.

The foundations for the new electric hoist, notwithstanding that we have had to remove parts on two occasions through inferior cement, are well in hand.

We have been experiencing very heavy and persistent rains, which have much hampered operations, aggravating the tailings nuisance at our power station, increasing the volume of mine water to be pumped, causing sickness among the natives, and, having caught the Government engineers in the midst of their road-making, rendering transport doubly difficult. Once our electrical winding and pumping plant is in going order, nearly all these evils will cease to worry, and working costs will be minimised.

Milling Return for 4 weeks ending 5th Dec., 1903. Stamp working.—40. Period of work.—25 days, less lost time 25 days (60 hr.) of which 15 min was due to Sump. Ore Milled.—Koman 5,538 lb. Bukit 1,815 Tons. Mill duty.—2.76 tons per stamp per 24 hours. Amalgam Yield.—1,197 oz. giving 68.25 oz. melted gold worth 31.45.

Bullion Yield.—4.66 dw. per ton milled—55.15% of contents. Bullion fineness.—923.43 average. Mercury lost.—3.55 lbs. per 100 tons milled—0.6 oz. per oz. bullion.

Tailings.—Assays 1.54 dw. per ton—24.65% of contents. Remarks.—Excessive lost time due to breakdown of our crusher.

ESTIMATED COST FOR 4 WEEKS ENDING DECEMBER 5.

European Salaries	703.44	4,681.19
Wages Development	4,374.46	
One Raising Surface	3,674.33	
Timber, fuel and charcoal	309.19	8,449.25
Sundries, Petrols	1,552.04	1,508.33
Royalty	8,591.30	
Stores		4,651.53
		81,503.32

Cost per ton 609.13 dw. EXPENDITURE ON CAPITAL ACCOUNT.

Koman	745.76
Cyanide	65.91
Buildings	452.13
New main shaft	5,072.50

C. G. WATFORD LOCK, General Manager.

JAPAN'S TOBACCO MONOPOLY.

There is a sudden outcry against the proposals of the Japanese Government to appropriate the tobacco manufacturers in the country and establish a monopoly. The scheme apparently provides that a sum of about £3,600,000 shall be devoted to this purpose and the allocation of this amount to the various business to be acquired, shall be decided by appraisers appointed by the Treasury. It is contended that the total amount is totally inadequate, and that the method of valuation for compulsory purchase is grossly unfair. Several English firms are affected, and it is stated that if the scheme is carried in its present form they will suffer to the extent of several hundred thousand pounds. We are inclined to think that is an exaggeration, but certainly the proposed method of valuing the business does not conform to our ideas of justice, and we sincerely hope that the Japanese Government will reconsider the matter—at least to the extent of providing for a perfectly independent valuation.—EX.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2
Credits, 4 months' sight	1/9 5/16
D'ments 4 months' sight	1/9 7/16
ON BERLIN (demand)	1/8 1/2
ON PARIS, Bank Bills, on demand	2 1/2
Credits, 4 months' sight	2 1/2
ON NEW YORK, Bank Bills, on demand	4 1/2
Credits, 30 days' sight	4 1/2
ON BOMBAY, Telegraphic Transfer	1/20
On demand	1/20
ON SHANGHAI, Telegraphic Transfer	7 1/2
Private 30 days' sight	7 1/2
ON YOKOHAMA, T.T.	8 1/2
Sovereigns, Bank's Rupee Rate	111.50
Gold Leaf 100 touch, per tael	59.50
Silver	25 15/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MILWA NEW@ 920/050
" LAST YEAR@ 970/1040
" OLDEST@ 1,060/1,100
PATNA NEW@ 1,137/5
BENARES NEW@ 1,235
PERRIAN (PAPER)@ 819/860

To-day's Advertisements.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 30th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 30th December, 1903. [1551c]

THE FIRE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAYS.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on FRIDAY and SATURDAY, the 1st and 2nd January, respectively.

By Order,

A. R. LOWE, Secretary.

Hongkong, 30th December, 1903. [1558c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship.

"HAILOONG," Captain Evans, will be despatched for the above Port, on FRIDAY, the 1st January, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAFLAIX & Co., General Managers. Hongkong, 30th December, 1903. [1565c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship.

"HAIMUN," Captain Gibson, will be despatched for the above Ports, on SATURDAY, the 2nd January, at Noon.

For Freight or Passage apply to DOUGLAS, LAFLAIX & Co., General Managers. Hongkong, 30th December, 1903. [1567c]

"SHIRE" LINE.

FOR LONDON AND HAMBURG. THE Company's Steamship.

"FLINTSHIRE," Captain J. M. Haffner, will be despatched for the above Ports, on or about SATURDAY, the 2nd January.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG. THE Company's Steamship.

"DENBIGHSHIRE," Captain W. A. Evans, will be despatched for the above Ports on or about FRIDAY, the 15th January, 1904, to be followed by the Steamship "RADNORSHIRE."

These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 30th December, 1903. [1537c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship.

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 1st January will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 30th December, 1903. [1564c]

To-day's Advertisements.

NOTICE.

AN OLD ALLENYAN DINNER will be held on WEDNESDAY, the 13th JANUARY, 1904, at the HONGKONG HOTEL. The Undersigned will receive names of any Old Alleanians who have not yet been communicated with.

H. ARTHUR,

Care of Messrs. JARDINE, MATHESON & Co. Hongkong, 30th December, 1903. [1564c]

S.S. "POLYNESIAN."

COMPAGNIE DES MESAGERIES MARIT

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUEV"	On 22nd January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"CLAUCUS"	On 3rd February.

S.S. "NESTOR" left Singapore on the 25th inst., and is due here on the 1st January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and A'WERP	"DARDANUS"	On 9th January.
MARSEILLES, LONDON and A'WERP	"YANGTSE"	On 19th January.
LIVERPOOL	"KEEMUN"	On 19th January.
LONDON and ANTWERP	"NESTOR"	On 22nd February.
GENOA, MARSEILLES and L'POOL	"KEEMUN"	On 15th February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEV"	On 24th January.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"KAIFONG"	31st December.
SWATOW and SHANGHAI	"HUNAN"	31st "
SHANGHAI	"KANSU"	1st January.
ILOILO	"WUCHANG"	2nd "
KOBE	"TAIYUAN"	4th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th December, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 2nd Jan., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 9th Jan., at 10 A.M.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th December, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, YOKO, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

Operating in connection with

THE OREGON STEAMSHIP AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To SAIL
"INDRAVELLI"	4,899	E. P. Craven	Jan. 2, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,107	W. E. Craven	Mar. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Tons.	Captain.	Sailing Date.
ROHILLA MARU	3,869	Repet Rent	SATURDAY, 2nd January, at 11 A.M.
ROSETTA MARU	3,876	H. S. Smith	SATURDAY, 9th January, at 11 A.M.

For Freight or Passage, apply to the Company's Office, 3, Queen's Building, Ice House Street.

K. MATSUDA, Acting Manager.

Hongkong, 26th December, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [8040]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.
DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 7th September, 1903. [10730]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer
"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West,
Hongkong, 30th May, 1903. [3220]

FOR CHEMULPO, DALNY AND PORT ARTHUR.
(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"
Captain Meyer, will be despatched for the above Ports, on FRIDAY, the 1st January, at Noon.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th December, 1903. [15470]

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE H.A.L. Steamship

"HADENIA,"
Captain Rorden, will be despatched for the above Ports, on SATURDAY, the 2nd January, at Noon.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th December, 1903. [15480]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HIMERA,"
Captain Lockhart, will be despatched as above on or about MONDAY, the 4th January.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 28th December, 1903. [14540]

FOR KOBE, NAGASAKI AND WLAJWOSTOCK.

THE Steamship

"STOLBERG,"
Captain Deinat, will be despatched for the above Ports, on TUESDAY, the 5th January, at Noon.
This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th December, 1903. [15540]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ALEXIA,"
Captain Schödel, will be despatched for the above Ports, on TUESDAY, the 5th January, at Noon.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th December, 1903. [15530]

"GLEN" LINE OF STEAMSHIPS.

THE Steamship

"GLENFARG,"
Captain Holman, will be despatched as above on SATURDAY, the 9th January, 1904.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 17th December, 1903. [15170]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1903. About
"SIKHI" 15th Jan.
"SAGAMI" 26th Jan.
"AFRIDI" 9th Feb.
For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st December, 1903. [15390]

Shipping—Steamers.

NEW YEAR EXCURSION TO MACAO.

THE Steamship

"WING CHAI,"
will run an EXCURSION TRIP to MACAO on NEW YEAR DAY, starting from Hongkong at 8.30 A.M. returning at 7.30 P.M.

MING ON & CO.,
HONGKONG, 28th December, 1903. [15600]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 31st instant, at 4 P.M. This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th December, 1903. [15580]

HONGKONG AVERAGE MARKET PRICES.

Corrected 30th December, 200 cts. per \$ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	13
" Soup, Tong Yuk	13
" Steak—Ngau Yuk Pa	17
" Serjion—Ngau Lau	26
" Sausages—Ngau Yuk Chang	10
" Bull's Brains—Know	per set
" Tongue—Ngau Lau	each
" Corned—Ham Ngau Lau	53
" Head—Ngau Tau	5
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	10
" Liver—Ngau Con	10
" Tripe (undressed)—Ngau To	5
" Calves' Head and Feet—Ngau-chai-tau-keok	set
" Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
" Figs' Chutlins—Chi cheong	7
" Brains—Chi Kerk	per set
" Fat—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	each
" Liver—Chi Kon	each
" Pork, Chop—Chi Pai Kwat	24
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
" Sheep's Head and Feet—Yeung Tau	set
" Keok	each
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	10
" Sucking Pigs, To Order—Chu Chai	16
" Suet, Fat—Sung Ngau Yau	17
" Mutton—Sung Yung Yau	20
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	25
Capons, Large, Small—Sin Kai	30
Ducks—Ap	22
Ducks—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	each
Hainan—Hoi Nam Kai	23
Geese—Nga	20
Geese, Wild Shanghai—Sheung Hoi	pair
Musk Deer—Wong Keng	\$1.50
Hare—Tu Chai	each
Partridge—Che Khoo	55
Pheasant—Shan Kai	1.45
Pigeons, Canton—Pak Kup	each
Hoihow—Hoihow Pak Kup	23
Quail—Um Chun	16
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	60
" Hen—Na	45
Wild Ducks, Shanghai, Sulap	pair
Teal, Shanghai, Sulap	each
Wild Ducks, Canton—Sung Shing Sui	pair
Ape	per pair

FISH.

Barbel—Ka Yu	13
Bream—Bin Yu	12
Canton Fresh Water Fish—Hoi Bin Yu	13
Carp—L Yu	16
Catfish—Chik Yu	16
Codfish—Mun Yu	14
Crabs—Hoi	10
Cuttle Fish—Mok Yu	12
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	11
Dog Fish—Tit Tu Sa	8
Eels, Congor—Hoi Man Yu	15
" Fresh water—Tung Sui Yu	14
" Yellow—Wong Sin	24
Frogs—Tien Kai	30
Garoupa—Sek Pan	40
Gudgeon—Pak Kup Yu	27
Herrings—Tao Pak	18
Halibut—Cheung Kwan Yu	20
Loach—Wong Fa Yu	18
Lobsters—Lung Ha	24
Mackerel—Chi Yu	20
Monk Fish—Mon Yu	24
Mullet—Chai Yu	18
Oysters—Sung Hoo	16
Parrotfish—Kai Kung Yu	15
Perch—Tau Lou	13
Pike—Fa Pau Poong	11
Plaice—Pan Yu	16
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	24
Prawn—Ming Ha	48
Ray—Pei Fa Sa	20
Rock Fish—Sek Kung Kung	18
Roach—Chun Yu	11
Salmon, (C'lon), fresh water—Ma Yau	Yu
Shark—Sa Yu	28
Skate—Po Yu	14
Skipper—Ha	25
Snapper—Lap Yu	28
Sole—Tat Sa Yu	15
Tench—Wan Yu	14
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Keok Yu	40
White Bait—Nga Yu Chai	—

FRUITS.

Almond—Hung Yau	20
Apples, (California)—Kam San Ping	25
" (Chico)—Tin Chun Ping	15
" Small—Hoi Tong	8
" Custard—Fan Lai Chi	each
Bananas, fragrant, Canton—Sung Shing	4
" (brides), Macao—San Heung Chai	3
Chestnuts, Canton—Fong Lut	10
Carambola—Sung Yu	—

Cocoanuts—Yeh Tai	each	10
Grapes—Sin Tai Tsu	dozen	30
Lemons, China—Ning Moong	dozen	6
" American—Kum San Moong	dozen	7
Lichees, Dried—Lai Chi Con	dozen	15
" Fresh, Lai Chi	dozen	5
Limes, (Saigon)—Sai Kung Ning	dozen	5
Moong	dozen	—
Mango, Manila—Lui Sung Moong	dozen	—
Mango, Saigon—Sai Kung Moong	dozen	—
Mangosteens, San Chuk Tsu	dozen	—
Oranges, (Canton)—Sang Sheng Tim	dozen	—

Chang	dozen	4
" Small—Tai Kut	dozen	5
" Mandarin—Tim Kut	dozen	7
Olives—Pak Lam	dozen	—
Pears, (American)—Kam San Shut Lu	dozen	10
" (Canton), Cooking—Sa Li	dozen	8
" (Shanghai)—Sheung Hoi Li	dozen	10
Peanuts—Fa Sang	dozen	—
Persimmons Large—Hung Chai	dozen	—
Pine-apples, 1st quality—Sheung Hoi	dozen	6
" Ti Paw-law	dozen	—
" and cocking—Chung-tang	dozen	8
" Paw-law	dozen	—
Platams—Tai Chen	dozen	3
Plums, Swatow—Hung Lai	dozen	—
Pumelo, Siam—Chim Lo Yau	dozen	10
Walnuts, Hop Tou	dozen	12
" Green—Sang Hop Tou	dozen	8

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah Chi Chai	dozen	—
Beans, (French) Macao—Oh Moon Pin Tau	dozen	8
Beans, (French), Shanghai—Sheung Hoi Pin Tau	dozen	—
Beans, Sprout—Ah Choi	dozen	2
Beans Long—Tau Kok	dozen	14
Beet Root—Hung Choi Tau	each	3
Brinjals, Green—Cheng Yuen Ker	dozen	5
Brinjals, Red—Hung Ker	dozen	3
Brassica—Pak Choi	dozen	10
Bamboo Shoots—Chok Shun	dozen	10
Cabbage, Chinese, com.—Kai Choy	dozen	2
Cabbage Root—Kai Lan Tau	each	—
Cabbage, (Shanghai)—Yeh Choi	dozen	2
Cane Shoots, bunch—Kau Shun	dozen	10
Cauliflower, Large size—Tai Yeh Choi Fa	dozen	30
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	dozen	20
Carrots—Kam Shun	dozen	12
Celery, Chinese—Tong Kan Choy	dozen	3
Celery, English—Yeung Kan Choi	dozen	7
Celery, White—Pak Yeung Kan Choi	dozen	9
Chilies Dried—Con Lat Chiu	dozen	18
" Red—Hung Fa	dozen	10
" Green—Cheng Lat Chiu	dozen	7
Curry Stuff, English—Ka Lee Choi Liu	dozen	5
Cucumbers—Cheng Kwa	dozen	5
Bitter Squash—Fu Kwa	dozen	12
Garlic—Suen Tau	dozen	5
Ginger, young—Sun Tsz Keung	dozen	4
" old—Lo Keung	dozen	5
Horse Radish, Shanghai—Lik Kan	dozen	18
Indian Corn—Suk Mai	dozen	1
Lettuce—Yeung Sang Choi	piece	—
Water Chestnuts—Ma Tai	each	—
" Mandarin—Kwei Lum Ma Tai	dozen	10
Mushrooms Fresh—Sung Cho Kho	dozen	3
Onions, Bombay—Yeung Chung Tai	dozen	15
" Green—Sung Chung	dozen	3
" Shai—Sheung Hoi Chung Tau	dozen	5
Japan—Yat Poon	" "	" "
Okros—Mo Ker	dozen	10
Parsley, English—Yeung Un Sai	dozen	—
Green Peas—Cheng Tau	dozen	—
Potatoes, raw cut—Fan Shu	dozen	—
Shanghai—Sheung Hoi Shu Tau	dozen	—
Japan—Yat Poon	" "	" "
" American—Fa Ki	" "	" "
Peaches—Fuk Chau Shu Tsai	dozen	—
Macao—Oh Moon	" "	" "
Pumpkin—Toong Kwa	dozen	—
Radish—Hung Lo Pak Tsai	dozen	—
Shalots—Con Chung Tau	dozen	—
Spinage (Chinese)—Yau Choi	dozen	—
Spinage—Yin Choi	dozen	—
Tomatoes—Fai Ker	dozen	—
Taroos—Wu Tai	dozen	—
Turnips, Pu-ti (Long)	dozen	—
" English—Yeung Low Pak	piece	—
Vegetable Marrow—Chit Kwa	dozen	—
Waters Cresses—Sai Yeung Choi	dozen	—
" Caltrop—Lan Kok	dozen	—
" Lily Root—Lin Ngau	dozen	—
Yams—Tai Shu	dozen	—

SHIPPING.

Arrivals.
Kaifong, Br. s.s., 1,024, Pennefather, 29th Dec.,—Manila 26th Dec., Gen.—B. & S.
Rohilla Maru, Jap. s.s., 2,399, Bent, 29th Dec.,—Manila 27th Dec., Gen.—T. K. K.
Phranang, Ger. s.s., 1,021, Mangelsdorff, 29th Dec.,—Bangkok 22nd Dec., Rice—B. & S.
Quarta, Ger. s.s., 1,146, Johannsen, 29th Dec.,—Mauritius 4th Dec., Sugar—S. W. & Co.
Chowlat, Ger. s.s., 1,115, Tector, 29th Dec.,—Bangkok 22nd Dec., Rice—B. & S.
Shingou Maru, Jap. s.s., 3,072, Kakutaro, 29th Dec.,—Kuchinozu 24th Dec., Coal—M. B. K.
Polynesian, Fr. s.s., 2,916, Coospeller, 30th Dec.,—Mauritius 30th Nov., and Saigon 27th, Mails and Gen.—M. M.
Gregory Apar, Br. s.s., 2,943, Offent, 30th Dec.,—Calcutta 12th Dec., via Penang and Singapore 22nd Dec., Gen.—D. S. & Co., Ltd.
Maidauru Maru, Jap. s.s., 1,075, Saitow, 30th Dec.,—Anping via Amoy and Swatow 29th Dec., Gen.—O. S. K.
Hip Sang, Br. s.s., 1,040, Stalker, 30th Dec.,—Canton 29th Dec., Gen.—J. M. & Co.
Funan, Br. s.s., 1,143, Frazier, 30th Dec.,—Canton 29th Dec., Gen.—B. & S.
Awa Maru, Jap. s.s., 3,912, Trennt, 30th Dec.,—Singapore 24th Dec., Gen.—N. Y. K.
Loksan, Br. s.s., 920, Johns, 30th Dec.,—Canton 29th Dec., Gen.—J. M. & Co.

Clearances at the Harbour Office.

Kaifong Maru, for Nagasaki.
Pak Kung, for Macao.
Glenloch, for Shanghai.
Wurzburg, for Yokohama.
Hifang, for Shanghai.
Johanna, for Haiphong.
Yanata Maru, Thursday Island.
Chingta, for Manila.
Victoria, for Moji.
Yedus, for Nagasaki.
Wingchui, for Macao.
Kongnam, for Canton.
Nansang, for Singapore.

Departures.

Dec. 30.
Nurnberg, for Singapore.
Maria Rickmers, for Haiphong.
Haiching, for Swatow.
Polynesian, for Shanghai, &c.
Chingta, for Australian Ports.
Yanata Maru, for Australian Ports.
Kasuga Maru, for Japan.
Nansang, for Calcutta.
Tingsing, for Shanghai.
Anping, for Shanghai.
Victoria, for Tacoma.
Hifang, for Shanghai.

Passengers arrived.

Per Gregory Apar, from Calcutta, &c.—Mrs. H. Wallace, and 600 Chinese.
Per Quarta, from Mauritius—Messrs. Apostol Gristledale, Tomas Gristledale, and 480 Chinese.
Per Kaifong, from Manila—Mr. and Mrs. G. McGrath, Mrs. and Mrs. Ahlbaum, Messrs. G. Westerland, Jose Lago, Ralvica, G. Lawson, C. Cox, R. H. McCrudden and Chung Dia You.
Per Rohilla Maru, from Manila—Mr. and Mrs. J. Eaton, Mrs. and Miss Brown, Dr. and Mrs. Cruden and child, Messrs. D. L. Stroll, H. E. Dupont, H. H. Stratton, J. J. Fisher, C. E. Pierce, Mr. and Mrs. L. S. Smith, Miss A. P. Duncan, Mrs. H. Dried, Messrs. E. C. Gudge, J. C. Challenor, 13 Chinese, and 1 Japanese.
Per Polynesian, for Hongkong from Mauritius—Mr. and Mrs. D. Oliveria, from Co'ombo Messrs. Aga Abli and Bawker, from Singapore Mr. and Mrs. Sandel and child, Messrs. Lanke and Pledda, from Saigon—Messrs. Delaques and Plawright, and 256 Chinese. For Shanghai from Mauritius—Messrs. Kahn, Trilles, Condrea, Rey Rosa, Vigneto, and Rosti Zeffrino, from Port Said—Messrs. Borioni and Branco, from Suez—Sister Audrey, from Singapore—Mrs. Feneille, from Saigon—Mr. and Mrs. Desvany and Mr. Besset, from Yokohama from Saigon—Mrs. Poutus, Dr. Merce and 2 daughters, Messrs. Djek and Barrona Sia Ceurath.

Passengers departed.

Per Salator, for Mauritius—Messrs. Dias Quintas, Le Vaux and Marins Bonchier, for Colombo—Revs. Meres Gertrude and Jeams, Messrs. W. L. Pattenden, H. B. Darnell, J. Belanger and J. Xavier, for Singapore—Messrs. Robert E. Miller, Tso Yu Chün, Mrs. Wells, Mrs. Campbell, Messrs. Chye Sing, Chye Hing and Mr. and Mrs. Chong Cin Now, for Saigon—Rev. P. C. Hay.
Per Yanata Maru, for Australian Ports—Miss Wilkinson, Dr. E. F. Seizke, Mr. and Mrs. Wood, child and nurse, Miss Wood, and Mr. and Mrs. Bliss.
Per Kasuga Maru, for Japan—Mr. and Mrs. Clough, Messrs. Nuranich, J. C. Wilkinson, A. Beazley, Mr. and Mrs. E. A. Mearor and 2 children, Messrs. C. R. Maitani, A. Rodrigues, Mrs. K. Yamamoto, and Mr. J. Segitoni.

Hongkong & Whampoa Dock Returns.

Sullberg, at Kowloon Dock.
H.M.S. Albion, " "
Amigo, " "
Tartar, " "
H.I.G.M.S. Moewe, " "
H.I.G.M.S. Glory, " "
Wurzburg, " "
Maria Rickmers, " "
Hongkong, " "
Argus, " "
U.S.A.T. Sacramento, " "
Hankow, " "
Salamanca, " "
Cosmopolitan, " "
Paul Beau, " "

Ship Passed the Canal.

On 28th—1st December—Glaudin, Breishuch, 10,000 tons, 4th Dec.—Gen.—Chenon, 12th Dec.—Kienan, 14th Dec.—Gen.—Machuff, 16th Dec.—Glenyle, 18th Dec.—Seneca, Kintuck, Ernest Simons, Namakura Maru, 22nd Dec.—Antenor, Roroco, Sihanua, Kenned, Guala, Richmond Castle, Yaroslava, 29th Dec.—Kontshere, Hengle, Merionethshire, 30th Dec.—Monmuu h. i. r. Socotra, Sydney, Ningchow, Chinkuo, C. Ford Laissa, 30th Dec.—16th Dec.—Freiburg, 18th Dec.—Tantalus, Saxonia, 29th Dec.—Sado Maru, Polyphemus.
Arrivals at Hong—1st December—Kenau, Agamemnon, Abyssinia, Yarra, 4th Dec.—Homenet, 8th Dec.—Roroco, Wabata Maru, Dharius, Pakling, 12th Dec.—Brigawia, Sumbia, 16th Dec.—Australia, 18th Dec.—Glenure, 21st Dec.—Jawa, 22nd Dec.—Indradeo, Preussen, Kanagawa Maru, 29th Dec.—F. Ferdinand, Satsuma, Hamburg, Shimosa, Shanghai.

Vessels in Port.

Algon, Br. s.s., 2,897, Lockett, 28th Dec.,—United States and Japan 17th Nov., Gen.—P. M. S. S. Co.
Habelsberg, Ger. s.s., 1,300, Ahrens, 28th Dec.,—Singapore 17th Dec., and Hoioh 27th, Gen.—E. A. T. Co.
Bjorn, Norw. s.s., 727, Christensen, 26th Dec.,—Korotsu 20th Dec., Coals—C. & Co.
Bourbon, Fr. s.s., 2,100, Souche, 11th Dec.,—Saigon 3rd Dec., Gen.—Wing Sing.
Calchas, Br. s.s., 4,278, Hannah, 28th Dec.,—Moji 22nd Dec., Gen.—B. & S.
Canton, Br. s.s., 1,110, Muir, 28th Dec.,—Chefoo and Wei-hai-wei 23rd Dec., Gen.—J. M. & Co.
Carl Diederichsen, Ger. s.s., 774, Schalkier, 28th Dec.,—Haiphong 24th Dec., Gen.—J. & Co.
Charles Tiberghien, Fr. s.s., 2,790, Roy, 25th Dec.,—New York via Singapore and Manila 13th Oct., Gen.—D. S. & Co., Ltd.
Clam, Br. s.s., 2,311, Evans, 23rd Dec.,—Balik Papua 11th Dec., Liquid Fuel—Order.
Claverburn, Br. s.s., 2,358, Parker, R.N.R., 27th Dec.,—New York 27th Oct., Case Oil—S. O. Co.
Daiya Maru, Jap. s.s., 1,733, Yokoyama, 28th Dec.,—Moji 23rd Dec., Coal—H. U. Jeffries.
Devanwongse, Ger. s.s., 1,057, Kumpel, 28th Dec.,—Bangkok 16th Dec., Rice—B. & S.
Elg, Norw. s.s., 708, Christophersen, 17th Dec.,—Amoy 15th Dec., Ballast—C. & Co.
Elia Nossack, Ger. s.s., 1,617, Wendt, 25th Dec.,—Moji 17th Dec., Coals—B. & S.
Empress of China, Br. s.s., 3,045, Archibald, R.N.R., 22nd Dec.,—Vancouver, B.C., 30th Nov., and Shanghai 19th Dec., Mails and Gen.—C. P. R. Co.
Gaelic, Br. s.s., 2,691, Finch, R.N.R., 27th Dec.,—San Francisco 25th Nov., Honolulu 2nd Dec., Yokohama 15th, Kobe 17th, Nagasaki 19th, and Manila 25th, Mails and Gen.—O. & S. S. Co.
Glenloch, Br. s.s., 2,997, Stallard, 26th Dec.,—London and Singapore 16th Dec., Gen.—McG. Bros. & Gow.
Hansa, Ger. s.s., 1,201, Weidlich, 29th Dec.,—Port Louis and Mauritius 16th Dec., Sugar—Nam Wing & Co.
Hinsang, Br. s.s., 1,539, Sawyer, 27th Dec.,—Java 17th Dec., Sugar—J. M. & Co.
Indrasanba, Br. s.s., 3,366, Craven, 24th Dec.,—Manila 20th Dec., Bamboos and Gen.—Allen Cameron.
Iohanne, Ger. s.s., 952, Ipland, 28th Dec.,—Pakhoi 26th Dec., Rice—J. & Co.
Kansu, Br. s.s., 1,247, Biddle, 29th Dec.,—Canton 28th Dec., Gen.—B. & S.
Kohschang, Ger. s.s., 1,293, Spiesen, 2nd Dec.,—Bangkok and Ang Hin 21st Nov., Rice—B. & S.
Koun Maru, Jap. s.s., 1,789, Minakawa, 28th Dec.,—Kobe 4th Dec., Coal and Gen.—Tan Yok Chon.
Kwanglee, Ch. s.s., 1,468, Lincoln, 27th Dec.,—Canton 26th Dec., Gen.—C. M. S. N. Co.
Mausang, Br. s.s., 1,514, Rolfe, 25th Dec.,—Borneo Ports 19th Dec., Timber—J. M. & Co.
M. Surve, Ger. s.s., 955, Brandt, 30th Dec.,—Haiphong 16th Dec., and Hoioh 19th, Rice and Pigs—A. R. M.
Progress, Ger. s.s., 687, Bremer, 28th Dec.,—Quinhon 15th Dec., Gen.—S. & Co.
Queen Mary, Br. s.s., 2,261, Simpson, 28th Dec.,—Philadelphia 15th Oct., Case Oil—D. & Co., Ltd.
Selun, Norw. s.s., 855, Fingelsen, 13th Dec.,—Canton 12th Dec., Gen.—E. A. T. Co.
Shantung, Ger. s.s., 1,600, Engelhardt, 22nd Dec.,—Singapore 12th Dec., Petroleum—Mr. McBaln.
Sullberg, Ger. s.s., 782, Meyer, 27th Dec.,—Canton 26th Dec., Gen.—H. A. L.
Tai Lee, Ger. s.s., 1,206, Michelson, 23rd Dec.,—Delhi 10th Dec., and Hongay 20th, Coal—Meyer & Co.
Tartar, Br. s.s., 4,115, Evans, 16th Dec.,—Vancouver 16th Nov., and Shanghai 15th Dec., Gen.—C. P. R. Co.
Telemachus, Br. s.s., 1,362, Williamson, 28th Dec.,—Saigon 18th Dec., Gen.—Nam Wo & Co.
Tydeus, Br. s.s., 4,799, Jackson, 28th Dec.,—United Kingdom via Singapore 14th Nov., Gen.—B. & S.
Undine, Norw. s.s., 1,017, Torbjornsen, 13th Dec.,—Moji 8th Dec., Coals—Order.
Wongkoi, Ger. s.s., 1,115, Reher, 26th Dec.,—Bangkok 16th Dec., Rice and Gen.—B. & S.
Wuchang, Br. s.s., 801, Sommerville, 28th Dec.,—Hoio 24th Dec., Sugar—B. & S.
Wurzburg, Ger. s.s., 3,246, Binzer, 15th Dec.,—Singapore 8th Dec., Gen.—H. A. L.
Yuensing, Br. s.s., 1,126, Payne, 27th Dec.,—Manila 24th Dec., Gen.—J. M. & Co.
Zafiro, Br. s.s., 1,511, Rodger, 28th Dec.,—Manila 26th Dec., Ballast—S. T. & Co.

SAILING VESSELS.

Brilliant, Br. b.q., 3,609, Cowlishaw, 23rd Oct.,—Shanghai 16th Oct., Gen.—S. O. Co.
Palgrave, Br. ship, 3,076, Coutts, 20th Dec.,—New York 19th May, Kerosine Oil—S. O. Co.

Shipping Reports.

Str. Gregory Apar from Calcutta—Strong monsoon.
Str. Chowlat from Bangkok—Stormy N.E. monsoon.
Str. Kaifong from Manila—Experienced moderate to fresh monsoon, with fine weather throughout.

Steamers Expected.

Vessels	From	Agents	Due
Palermo	Singapore	P. & O. Co.	Dec. 31
Taiyuan	Manila	B. & S.	Dec. 31
Hkong Maru	Shanghai	P. M. Co.	Jan. 1
Alesia	Singapore	H. A. L.	Jan. 1
Benegal	Singapore	P. & O. Co.	Jan. 1
Kinsaku Maru	Japan	N. Y. K.	Jan. 1
Athenian	Japan	C. P. R. Co.	Jan. 1
Klauschou	Japan	M. & Co.	Jan. 1
Tijpanas	Shanghai	C. J. J. L.	Jan. 1
Sachsen	Colombo	M. & Co.	Jan. 1
China	San Francisco	P. M. Co.	Jan. 1
Laisue	Calcutta	J. M. & Co.	Jan. 1
Doric	San Francisco	O. & Co.	Jan. 1
Indravelli	Portland	P. & A. Co.	Jan. 1

Post Office.

A Mail will close for.

Haiphong—Per Johanne, 31st Dec., 9 A.M.
Swatow and Shanghai—Per Hunan, 31st Dec., 9 A.M.
Kobe—Per Canton, 31st Dec., 11 A.M.
Yokohama—Per Taita, 31st Dec., 1 P.M.
Manila—Per Yuensang, 31st Dec., 3 P.M.
Canton—Per Kaifong, 31st Dec., 3 P.M.
Saigon—Per Bourbon, 31st Dec., 4 P.M.
Canton—Per Powan, 31st Dec., 5 P.M.
Canton—Per Fatsan, 31st Dec., 5 P.M.
Haiphong—Per Carl Diederichsen, 31st Dec., 5 P.M.
Saigon—Per Decima, 31st Dec., 5 P.M.
Touren and Quinhon—Per Mathilde, 31st Dec., 5 P.M.
Canton—Per Honan, 1st Jan., 7:30 A.M.
Macao—Per Hongshun, 1st Jan., 9 A.M.
Canton—Per Kungshun, 1st Jan., 9 A.M.
Shanghai, Chemung, Dally and Port Arthur—Per Sullberg, 1st Jan., 9 A.M.
Shanghai—Per Kanu, 1st Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 1st Jan., 9 A.M.
Yanbu—Per Hoi Fu, 1st Jan., 9 A.M.
Macao—Per Wingchui, 1st Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 7:30 A.M.
Canton—Per Hanhou, 2nd Jan., 7:30 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.
Hoio—Per Wuchang, 2nd Jan., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per See Yuh, 2nd Jan., 9 A.M.
Yanbu—Per Hoi Fu, 2nd Jan., 9 A.M.
Macao—Per Wingchui, 2nd Jan., 9 A.M.
Canton—Per Fatsan, 2nd Jan., 9 A.M.
Canton—Per Hanhou, 2nd Jan., 9 A.M.
Macao—Per Heungshan, 2nd Jan., 9 A.M.
Canton—Per Powan, 2nd Jan., 9 A.M.
Manila—Per Zafiro, 2nd Jan., 9 A.M.
Yokohama, Kobe and Tsintau—Per Badenia, 2nd Jan., 9 A.M.<

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

New Year Presents.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS

FOR YOUNG AND OLD.

ON SHOW, TO-DAY.